



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HEALY, AK	<b>Accident Number:</b>	ANC99LA057
<b>Date &amp; Time:</b>	04/27/1999, 1315 AKD	<b>Registration:</b>	N3125N
<b>Aircraft:</b>	de Havilland DHC-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The certificated airline transport pilot was landing a tailwheel equipped airplane on a remote airstrip located on a ridge line. The on-demand air taxi flight was the pilot's third landing of the day on the airstrip. The airstrip is oriented east/west, and is about 1,500 feet long and about 10 feet wide. The pilot said the airstrip is a one-way airstrip, with landings performed toward the west. The strip is flat for about half of the length, and then proceeds uphill. During the landing, the pilot touched down on the strip on the main landing gear. Before the tail wheel touched down, a gust of wind pushed the airplane off the left side of the strip. The leading edge of the left wing struck a tree, damaging the wing tip and wing nose ribs. The pilot said a tail wind was present, about 15 knots from 090 degrees.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsafe/hazardous area for landing. Factors in the accident were the presence of a tail wind, the pilot's inadequate evaluation of the wind conditions, and a narrow airstrip.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NARROW
4. (C) UNSAFE/HAZARDOUS CONDITION - SELECTED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

5. OBJECT - TREE(S)

## Factual Information

On April 27, 1999, about 1315 Alaska daylight time, a tailwheel equipped deHavilland DHC-3 airplane, N3125N, sustained substantial damage during a landing on a remote airstrip, about 13 miles north-northeast of Healy, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14 CFR Part 135, when the accident occurred. The airplane was operated by Forty Mile Air Ltd., Tok, Alaska. The certificated airline transport pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. A VFR flight plan was filed. The flight originated at the Fairbanks International Airport, Fairbanks, Alaska, about 1000.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on May 3, 1999, the chief pilot for the operator reported he was flying the airplane into and out of a small airstrip located on a ridge line. He was transporting building supplies and workers to the area. The airstrip, known as Daniels Strip, is oriented east/west, and is about 1,500 feet long and about 10 feet wide. The pilot said the airstrip is a one-way airstrip, with landings performed toward the west. The strip is flat for about half of the length, and then proceeds uphill. The pilot said on the third landing of the day, he touched down on the strip on the main landing gear. Before the tail wheel touched down, a gust of wind pushed the airplane off the left side of the strip. The leading edge of the left wing struck a tree, damaging the wing tip and wing nose ribs. The pilot said a tail wind was present, about 15 knots from 090 degrees.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/07/1998
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	4600 hours (Total, all aircraft), 400 hours (Total, this make and model), 4300 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N3125N
Model/Series:	DHC-3 DHC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	394
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/25/1998, 100 Hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:	54 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pezetel
ELT:	Installed, not activated	Engine Model/Series:	ASZ-62IR-M18
Registered Owner:	CHARLIE INC.	Rated Power:	1000 hp
Operator:	FORTY MILE AIR LTD.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FMAA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1000 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	DANIELS STRIP	Runway Surface Type:	Dirt
Airport Elevation:	1500 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1500 ft / 10 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	03/31/2000
Additional Participating Persons:	CHRIS FARNELL (FAA); FAIRBANKS, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).